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**GSA tests CM on small project—**

The General Services Administration has requested proposals for construction management (CM) services for a \$6.1-million youth correctional facility in San Francisco to see if CM building techniques will work for small projects as well as large. Three other CM efforts are under way involving projects costing more than \$40 million. The 100 firms asked to bid on the work will eventually be narrowed to about five that will submit prices along with their qualifications.

**Bridge back on the boards—**

A 6-mile Long Island Sound crossing near New York City was strongly recommended last week by Creighton, Hamburg, Inc., in a report to the state Department of Transportation. The planning firm estimated the cost at \$168 million, plus bond financing. In 1967, the Metropolitan Transportation Authority was authorized to build the toll-bridge. Last year the legislature rescinded the authorization, but Gov. Nelson Rockefeller (R) vetoed the action because a new study was under way.

**Hughes hideaway has escapes built in—**

Reclusive billionaire Howard R. Hughes may not have sneaked away from his Bahamas retreat to dictate his autobiography to author Clifford Irving, but he could have—by land, sea or air. His top-floor suite in the Britannia Beach Hotel is served by a dumbwaiter that converts to carry four persons. It reaches a subbasement tunnel that ends near a boat landing on a nearby lagoon. Further, the hotel's roof was designed for the loads of a helicopter landing and take-off.

**Trial begins on tunnel blast—**

The trial of Lockheed Shipbuilding and Construction Co. and its safety engineer, Otha G. Ree, Jr., began last week in Los Angeles municipal court. Lockheed and Ree are charged with seven misdemeanor violations of the state labor code and one violation of the penal code, charges stemming from the defendants alleged actions following the San Fernando Tunnel explosion, which killed 17 workers last June. At the same time, the speaker and the majority leader of the state assembly charged that the state's Division of Industrial Safety took "improper action" and should be blamed for the disaster.

**People mover route study—**

Denver's Regional Transportation District retained Nelson, Haley, Patterson & Quirk, Greeley, Colo., to do surveys and preliminary engineering for a personal rapid transit line between downtown and Mile High Stadium, about 3 miles west, under a \$100,000 Urban Mass Transportation Administration grant.

**Move it all offshore—**

An offshore airport costing up to \$12 billion that could handle 120 million passengers annually by 1985 and replace the three existing jetports in the New York City area is one proposal in a preliminary feasibility report to the Federal Aviation Administration (FAA) by a combine headed by Saphier, Lerner, Schindler Environetics, New York-based division of Litton Industries. Last week the FAA authorized a start on phase two of the \$390,000 study (ENR 7/8/71 p. 3).

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